



United States Coast Guard Retiree Council North West PACIFIC CURRENTS NEWSLETTER



"They Also Serve"

VOLUME XIII ISSUE 1



FAREWELL FROM TRIWEST

Shari Lopatin

As of April 1 this year, TriWest will no longer be managing the TRICARE contract in the West Region. Instead, United Healthcare Military & Veterans (UHC M&V) will take over.

It has been a true privilege working with you and your staff these past five years. Thanks for all the "page time" you've given our articles. Our team, as well as me, personally, truly appreciate all you've done for us here at TriWest.

I also wanted to take this opportunity to say good-bye personally, as I will be securing new employment elsewhere in the coming month or two. I'll make sure to send one final email when that happens, so you still have a media contact available after I leave. However, if you'd like to remain connected, please find me on LinkedIn: www.Linkedin.com/in/ShariLopatin.

Thank you again for your wonderful partnership these past five years, and I wish you all the best moving forward.

IMPORTANT TRICARE CHANGES

LCDR John Allen, the CG Retiree Council NW liaison to CG Base Seattle.

Good afternoon,

Beginning April 1, 2013, United Health becomes the new TRICARE contractor for the TRICARE West Region. TriWest will no longer manage the TRICARE contract for the TRICARE West Region after March 31, 2013.

As part of the transition to United Health, beneficiaries should be aware of two key changes:

1. Primary Care Manager (PCM) enrollment freezes beginning February 2, 2013.
2. Changes to Prime Service Areas (PSAs).

Although this information has been widely marketed and advertised, we wanted to assure as many beneficiaries as possible receive the information. A description of PCM enrollment freezes and changes to PSAs is provided below as well as additional information sources.

1. Primary Care Manager (PCM) enrollment freezes beginning February 2, 2013.

From February 8 to 10, TRICARE will transition all PCM enrolments to an electronic file belonging to United Health. This action is being taken so United Health can manage the PCM enrolments once they take over the TRICARE contract on April 1.

1. From February 8 to 10, no PCM changes will be permitted.

From February 11 to March 31, PCM changes can begin to made again, but they will not take effect until April 1. New enrollees may enroll into a PCM at anytime.

For Coast Guard medical clinics, PCM changes need to be made by February 2. PCM changes after February 2 will not go into effect until April 1.



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For more information or to inquire about these changes, please call 1-888-874-9378 or visit:

<http://triwest.com/en/about-triwest/transition-update-center/>

2. Changes to Prime Service Areas (PSAs).

As of October 1, 2013, TRICARE Prime Service Areas (PSAs) will no longer be available to beneficiaries living in certain areas in the United States.

Prime Service Areas (PSAs) are geographic areas where TRICARE Prime is offered. PSAs were created to ensure medical readiness of the active duty force by augmenting the capability and capacity of military treatment facilities (MTFs). Impacts on active duty service members, active duty family members, and retirees and their dependents are as follows:

Active duty service members: TRICARE enrollments for active duty service members, including activated National Guard and Reserve members, will NOT be affected by PSA reductions. They will remain enrolled in TRICARE Prime or TRICARE Prime Remote, as appropriate.

Active duty family members: Active duty family members enrolled in TRICARE Prime in affected PSAs will remain in TRICARE Prime as long as they are in the same location and eligible. As always, active duty family members also have the option of using the highly rated TRICARE Standard program.

Retirees and dependents: Retirees and their family members enrolled in TRICARE Prime in the affected PSAs may be able to reenroll in TRICARE Prime at an MTF or with a primary care manager in a remaining PSA. They must fill out a new TRICARE Prime Enrollment Application and Primary Care Manager (PCM) Change Form (DD Form 2876) and sign Section V waiving their drive-time standards. Beneficiaries should be aware that waiving drive-time standards may require them to drive

long distances for primary and specialty care.

Those who do not reenroll in TRICARE Prime can use TRICARE Standard, which is similar to "open choice" health plans.

For more information, please see the attached documents or visit www.tricare.mil/psa

COAST GUARD RETIREE COUNCIL NORTH WEST MEMBERS -

January 2013

*LCDR John Allen
(CG Base Seattle Liaison Officer)*

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ATCM Charlie Craig

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THE COAST GUARD WE ONCE KNEW

Author Unknown

I liked standing on the bridge wing at sunrise with salt spray in my face and clean ocean winds whipping in from the four quarters of the globe - - the cutter beneath me feeling like a living thing as her engines drove her swiftly through the sea.

I liked the sounds of the Coast Guard - the piercing trill of the boatswains pipe, the syncopated clangor of the ship's bell on the quarterdeck, the harsh squawk of the PA system, and the strong language and laughter of sailors at work.

I liked CG vessels -- nervous darting 255s, plodding buoy tenders, and light ships, sleek 327s and the steady solid hum of the twin engines on the HH16E.

I liked the proud names of Coast Guard ships: USS Bayfield, USS Cavalier, USCGC Taney, USCGC Cosmos, the Wind class Icebreakers and the USCGC Bibb just to name a few.

I liked the lean angular names of CG "shallow water cutters" the 82 footers, Pt Hudson, Pt lookout, Cape Trinity and the Cape Higgon. Named for locations around the states. I liked liberty call and the spicy scent of a foreign port.

I even liked the never ending paperwork and all hands working parties as my ship filled herself with the multitude of supplies, both mundane and to cut ties to the land and carry out her mission anywhere on the globe where there was water to float her.

I liked sailors, officers and enlisted men from all parts of the land, farms of the Midwest, small towns of New England, from the cities, the mountains and the prairies, from all walks of life. I trusted and depended on them as they trusted and depended on me - for professional competence, for comradeship, for strength and courage. In a word, they were "shipmates"; then and forever.

I liked the surge of adventure in my heart, when the word was passed: "Now set the special sea and anchor detail - all hands to mooring stations for leaving port," and I liked the infectious thrill of sighting home again, with the waving hands of welcome from family and friends waiting pier side. The work was hard and dangerous; the going rough at times; the parting from loved ones painful, but the companionship of robust CG laughter, the "all for one and one for all" philosophy of the sea was ever present.

I liked the serenity of the sea after a day of hard ship's work, as flying fish flitted across the wave tops and sunset gave way to night. I liked the feel of the CG Cutter in darkness - the masthead and range lights, the red and green navigation lights and stern light, the pulsating phosphorescence of radar repeaters - they cut through the dusk and joined with the mirror of stars overhead. And I liked drifting off to sleep lulled by the myriad noises large and small that told me that my ship was alive and well, and that my shipmates on watch would keep me safe.

I liked quiet mid-watches with the aroma of strong coffee and PBJ sandwiches -- the lifeblood of the CG permeating everywhere. And I liked hectic watches when the exacting minuet of haze-gray shapes racing at flank speed kept all hands on a razor edge of alertness.



USCGC Bibb (WHEC 31)



USCGC Point Highland (WPB 82333)

CG we Knew Continued on page 4

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USS Staten Island (AGB 5) which would become USCGC Staten Island (WAGB 278) alongside USCGC Northwind (WAG 282) Cape, Alaska 30 July 1955. U S Coast Guard Photo 07-30-55 (06)

I liked the sudden electricity of “General quarters, general quarters, all hands man your battle stations,” followed by the hurried clamor of running feet on ladders and the resounding thump of watertight doors as the ship transformed herself in a few brief seconds from a peaceful workplace to a weapon of war -- ready for anything. And I liked the sight of space-age equipment manned by youngsters clad in dungarees and sound-powered phones that their grandfathers would still recognize.

I liked the traditions of the CG and the men and women who served so valiantly. These few gave so much in service to their country. A sailor could find much in the CG: comrades-in-

arms, pride in self and country, mastery of the seaman’s trade. An adolescent could find adulthood.

In years to come, when sailors are home from the sea, they will still remember with fondness and respect the ocean in all its moods - the impossible shimmering mirror calm and the storm-tossed green water surging over the bow. And then there will come again a faint

whiff of stack gas, a faint echo of engine and rudder orders, a vision of the bright bunting of signal flags snapping at the yardarm, a refrain of hearty laughter in the wardroom and chief’s quarters and mess decks. Gone ashore for good they will grow wistful about their CG days, when the seas belonged to them and a new port of call was ever over the horizon. Remembering this, they will stand taller and say,

**“I was and am a Coast Guardsman”.
For: “Once a Coast Guardsman Always a
Coast Guardsman”.**



U.S. Coast Guard Petty Officer 3rd Class Amanda Mateo plays the boatswain's pipe. U.S. Coast Guard photograph by Petty Officer 3rd Class Diana Honings.



Coast Guard Beach Patrol WWII, Coast Guard Photo No. 293; date/photographer unknown

ENHANCING OUR ABILITY TO PROTECT, DEFEND THE MARITIME DOMAIN

Written by Petty Officer 1st Class Michael Anderson.



A Coast Guard 32-foot Transportable Port Security Boat arrives at Naval Station Guantanamo Bay, aboard an Air Force C-17, for its first operational deployment, Jan. 12, 2013. Port Security Unit 311 members will use the 32-foot TPSB to secure the port and waterways around the naval station. U.S. Coast Guard photo by Petty Officer 1st Class Michael Anderson.

For more than two decades, Coast Guard [port security units](#) have deployed throughout the world and provided security for personnel and supplies needed for Operations Desert Shield, Desert Storm, Uphold Democracy, Iraqi Freedom, Enduring Freedom, New Dawn and Unified Response. PSU members have also mobilized across the continental United States following [Sept. 11](#) and [Hurricane Katrina](#).

During each of these deployments, the security units' watercraft was the legacy 25-foot Transportable Port Security Boat. But there's a new, more capable asset on the horizon and [PSU 311](#) welcomed the replacement during their current deployment at Naval Station Guantanamo Bay.

Two new 32-foot Transportable Port Security Boats arrived at [Naval Station Guantanamo Bay](#) for their first operational deployment, after a 2,800-mile journey from Long Beach, Calif., aboard a Dover, Del., based [Air Force C-17](#).

"The new TPSB greatly enhances our ability to protect and defend the maritime domain of the naval station and support [Joint Task Force Guantanamo Bay](#)," said Cmdr. John M. Caraballo, PSU 311's commanding officer. "I am extremely proud of the exemplary performance of the crew during the TPSB delivery and their work as they integrate it to our ongoing operations."

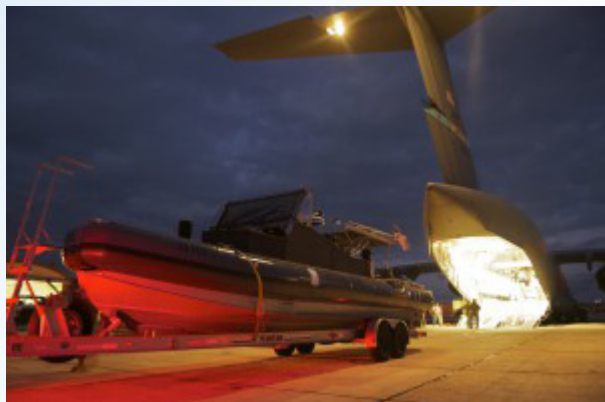
Boosting the Coast Guard's capabilities during security, law enforcement and national defense missions, the new security boat is capable of speeds greater than 40 knots and can be armed with .50 caliber and M240 machine guns as well as armor plating for crew protection.

Shock mitigation seats and better stability in heavy seas, due to the larger streamlined hull, improves crew endurance and enhances the Coast Guard's ability to carry out its underway missions.



Port Security Unit 311 engineers prepare the new 32-foot Transportable Port Security Boat for operations at Naval Station Guantanamo Bay, Jan. 16, 2013. U.S. Coast Guard photo by Petty Officer 1st Class Michael Anderson.

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A Coast Guard 32-foot Transportable Port Security, Guard photo by Petty Officer 1st Class Michael Anderson



Petty Officer 3rd Class Ryan Huffman, a machinery technician at Port Security Unit 311, conducts a ready for operations inspection on the new 32-foot Transportable Port Security Boat. U.S. Coast Guard photo by Petty Officer 1st Class Michael Anderson.

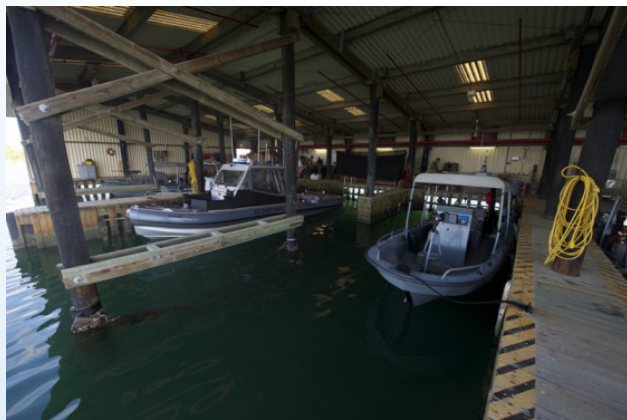
The security boat also strengthens crew coordination with integrated communication headsets allowing crews to speak to each other over the roar of the engines, weapons fire and inclement weather. The communications system is also fully capable of operating with existing Coast Guard assets along with those of our partners in the [Department of Homeland Security](#) and [Department of Defense](#).

After arriving at the naval station, both boats were transported to the engineering bay where a rigorous ready for operations check was conducted – engines, navigation equipment, safety gear, gun mounts and communications all underwent a thorough hands on inspection.

Similar inspections and regular maintenance cycles by the engineering crews have kept the legacy TPSB in good operating condition for more than 20 years. This initial deployment inspection was just one facet of a maintenance plan that will keep these new boats operational throughout their life cycle.

“Our goal as Coast Guard engineers is more than checking off a maintenance schedule,” said Petty Officer 2nd Class Humberto Medina, a [machinery technician](#). “We double and triple check everything to ensure our boat crews and every follow on crew can rely on the platform and complete the mission.”

After completing all the required checks, the boats were test launched at boat ramps throughout the naval station. They were then splashed and an operational test cycle was started that included power trials to ensure the boats were in working at full capacity before conducting security operations to support Joint Task Force Guantanamo Bay.



The new 32-foot Transportable Port Security Boat and the legacy 25-foot TPSB are shown in the boat house at Naval Station Guantanamo Bay, Jan. 17, 2013. U.S. Coast Guard photo by Petty Officer 1st Class Michael Anderson.



Astoria, Oregon, Unveils Coast Guard City Monument

D13 PADET Astoria, [PA1 Shawn Eggert, Supervisor](#)



Coast Guard Sector Columbia River Commander, Capt. Bruce Jones (second from left,) Astoria, Ore., Mayor Willis Van Dusen (third from left,) Oregon State Representative Deborah Boone, D-Cannon Beach (fifth from left) and Senator Betsy Johnson, D-Scappoose (fifth from right,) along with other members of the Coast Guard, City of Astoria representatives and two students from the Tongue Point Job Corps unveil a monument in honor of Astoria's designation as a Coast Guard City, Jan. 24, 2013. Coast Guard photo by Petty Officer Shawn Eggert



Senator Betsy Johnson, D-Scappoose, addresses students from the Tongue Point Job Corps and other attendees during an unveiling ceremony for a Coast Guard City monument in Astoria, Ore., Jan. 24, 2013. The monument stands outside the Columbia River Maritime Museum and serves as a reminder of the strong relationship between the Coast Guard and the people of Oregon's northwest coast. Coast Guard photo by Petty Officer Shawn Eggert

Coast Guard Sector Columbia River Commander, Capt. Bruce Jones, addresses attendees to the unveiling of a Coast Guard City monument in Astoria, Ore., Jan. 24, 2013. Astoria was officially recognized by Congress and the Coast Guard as a Coast Guard City during a ceremony May 21, 2011. Coast Guard photo by Petty Officer Shawn Eggert



The city of Astoria unveiled a monument commemorating its designation as a Coast Guard City during a ceremony on the 17th St. Pier, 24 January 2013.

The ceremony, attended by Senator Betsy Johnson, D-Scappoose, and Oregon State Representative Deborah Boone, D-Cannon Beach, began with remarks from Astoria Mayor Willis Van Dusen and Coast Guard Sector Columbia River Commander, Capt. Bruce Jones. Students from the Tongue Point Job Corps then helped to unveil the monument, a black marble sign bearing the Coast Guard shield and naming Astoria an official Coast Guard City.

Astoria was officially recognized as a Coast Guard City by Congress and the Coast Guard during the city's bicentennial celebration May 21, 2011, but the monument, located outside the Columbia River Maritime Museum, will serve as a permanent reminder of the strong relationship between the Coast Guard and the people of Oregon's northwest coast.

Only 13 other cities across the United States, including Newport, Ore., share the distinction of being named a Coast Guard City.

"Astoria is a great place to raise a family, an important place to perform our Coast Guard missions and a place where Coast Guard men and women feel welcome as part of the community," said Capt. Bruce Jones, Sector Columbia River Commander.

DOUGLAS MUNRO GRAVESITE GUN RESTORATION PROJECT

Seattle Chapter, Chief Petty Officers Association

Efforts are underway to restore two WWII era MK22 mod 4 3"/50cals that are located at the final resting site of the US Coast Guard's only Medal of Honor recipient SM1/c Douglas A. Munro in Cle Elum, WA. On November 6, 2012 with the help of Navy NMCB 18 from Joint Base Lewis-McCord WA the two guns were transported to BASE SEATTLE for restoration under sponsorship of the CPOA Seattle Chapter. Restoration of the guns is being lead by NESU Seattle's Ordnance Shop. Work will be completed in the spare time of many volunteers regional wide.

The history of these particular guns is somewhat vague. Gun #1 was manufactured in 1943 in Chicago, IL and Gun #2 was manufactured in 1942 in Canton, OH. Service of the guns are unknown as of yet. Then on July 12, 1954 the City of Cle Elum agreed to the transfer of the guns with the Navy to be maintained by the City. The guns were originally located at City Hall but at an unknown date moved the guns to the gravesite of SM1 Douglas A. Munro. That brings us to the present day.

The guns for the last 59 years have not fared to

bad for layers and layers of paint that have been applied by volunteers and the local VFW Post 1373. There are a few spots that have rusted through the metal that will need to be repaired. Current plan is to disassemble both guns and have a local company media blast and powder coat back to the historical colors during WWII. Although powder coat isn't the original finish it will last longer than the paint that has been applied over the years. Once powder coating is complete the guns will be reassembled and returned back to the gravesite of SM1/c Douglas A. Munro before the memorial service on September 27, 2013.

The current fund raising goal is \$10,000 for the restoration efforts. Tax deductible donations are currently accepted.

Please make payable to CPOA Seattle Chapter. Please note "Douglas Munro Guns" on the donation check

Mail to:

CPOA Seattle Chapter
ATTN: MKC Shannon Riley
1519 Alaskan Way South
Seattle, WA 98134

The CPOA Seattle Chapter is a 501c3 organization. All donations are tax-deductible.



Members of District Thirteen and the CPOA Seattle Chapter annually place flowers at the grave of Signalman First Class Douglas Munro's grave in Cle Elum, Washington. U S Coast Guard Photo, Photographer unknown.

COASTIES CAN EXPECT 'EXPLOSIVE' PT TEST

By Antonietta Rico - Navy Times Staff writer

The Coast Guard is keeping a tight lid on the specifics, but a committee tasked with creating a possible servicewide physical training test is expected to report recommendations in mid-April.

Master Chief Petty Officer of the Coast Guard Michael Leavitt told Navy Times he has performed some of the exercises under consideration, and the test promises to be "explosive." It will incorporate "high cardio, endurance and strength" exercises, he said.

And leaders haven't ruled out using the test as a pass-fail measure that eventually could lead to poor-performing Coast Guardsmen getting booted from the service.

The Fitness Advisory Committee, which has overseen test development, was initially created to look at a more functional test for Boat Forces and Deployable Specialized Forces, which already have a test, explained Capt. Joel Rebholz, deputy director of the service's Health, Safety and Work-Life Directorate. The committee's mission broadened to finding a servicewide PT test.

Officials are confident a test can be designed that reflects the physical requirements of the Coast Guard mission.

"Once you see the exercises, you'll see that, oh, that does relate to the kind of work you have to do," Leavitt said. "I can see the value of [the exercises in] what we do in our everyday job."

The term "functional exercise" is open to interpretation. Rebholz used a pullup as an example. It could be mission-oriented because Coast Guardsmen should be able to pull themselves up and into a boat, he said. He was just using an example, and pullups may or may not be included in the final test.

There are no separate standards being considered

for men and women, Rebholz said, but added that it's too early to make those kinds of decisions.

Leavitt said in September he'd like standards to be the same for men and women, but variable based on age.

The implementation of a new test could be lengthy. Leavitt has mentioned that a pilot program could be in place by the end of the year.

The committee recommendations will have to be reviewed by a list of stakeholders in the Coast Guard, Rebholz said. He declined to specify these leaders, who would have the chance to influence the process.

If any one of them does not agree with the group's recommendations, it could be back to the drawing board, said Chief Public Affairs Specialist C.C. Clayton, public affairs staff assistant to Leavitt.

Another step will be testing the exercises at Coast Guard headquarters in Washington, D.C., and the Cape May training center in New Jersey.

Coast Guardsmen who already require a PT test include boarding team members and surfmen. Coast Guard Academy applicants must pass a fitness test that includes a 1½-mile run, cadence pushups and situps. Servicewide body composition standards also help ensure a fit force. Those who are overweight, based on Coast Guard height and weight measurements, must also have their body fat measured. A Coastie's body-fat percentage must come in under the maximum allowed body-fat percentages set by ALCOAST 120/12, which also factors in sex and age.

Coast Guardsmen can be dismissed from the service for fitness-related issues under four conditions: if they are 35 pounds over their maximum allowed weight or 8 percent over their maximum allowed body-fat percentage; if they fail to drop the weight after being put on probation; if they fail three consecutive weigh-ins; and if they have to be put on probation three times in a 14-month period.

Coast Guard Retiree Council Northwest Newsletter

c/o COMMANDING OFFICER

USCG Base Seattle

Attn: Work Life (Retiree Council)

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Seattle, Washington 98134



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PERMIT NO. G-157



Coast Guard 75-foot and 125 foot patrol boats--the 75-footers were the backbone of the Coast Guard's Prohibition enforcement campaign after their introduction into service. The 125-footers, known as the "Buck & a Quarters," entered service beginning in 1927 and were built for off-shore operations, particularly for trailing the rum running "mother ships" sailing outside of U.S. territorial waters. From USCG Historian Website http://www.uscg.mil/history/gifs/Prohib_30.jpg